

3 AUGUST 1929.

**BUREAU OF NAVIGATION**

**BULLETIN**

**NUMBER 110.**

PUBLISHED FOR THE PURPOSE OF DISSEMINATING  
GENERAL INFORMATION OF PROBABLE INTEREST TO  
THE SERVICE.

## SUMMARY OF REPORT OF INTERDEPARTMENTAL PAY BOARD.

1. The Inter-Departmental Pay Board was convened in early April, 1929, by agreement among the several Departments concerned to investigate the effect of existing pay laws, and notably the Joint Service Pay Act of 1922, upon the six services covered by the latter and to recommend such changes in the law as might appear necessary. The Board, headed by Rear Admiral Duke McNamee, U. S. Navy, consisted of three officers of the Army, two each from the Navy, the Public Health Service and the Coast and Geodetic Survey and one each from the Marine Corps and the Coast Guard. The Board conducted extensive investigations and discussions for over two months and has now rendered its report and recommendations.

2. Because of divergent service conditions and differing systems of promotion the recommendations are of necessity a compromise between the initial views of the several Services. In view of the necessity of a joint act, the interests of the combined services, and the interests of the Government, it is a compromise which the members of the Board believe to be best adapted to the common good of all.

3. Consideration of the subject has been exhaustive and the report is long. The following is a summary of its salient features.

#### 4. Important features of the report.

##### a. The report contains -

A history of previous pay legislation.  
Governing principles upon which pay legislation should be based.  
A summary of the Act of 1922.  
The effects of the Act of 1922 on the Services.

b. The pay schedule of 1908 has been taken as a basis because of the fact that it was enacted after careful consideration by Congress of the then existing and prospective economic conditions, and, in its results, appeared to be adequate and satisfactory to the services until the disturbed economic conditions brought about by the World War.

c. The report shows the change in economic conditions since 1908 expressed in terms of the purchasing power of the dollar, and the translation of the 1908 schedule into present day dollars. The dollar of 1908 has shrunk to 49 cents today. In other words, the cost of living has increased 104%. This has furnished the basis of the proposed schedule.

d. As a result of all the studies, the Board has prepared a schedule (given in detail in its "Recommendation", Section VIII, pages 34-46 of the Report) which provides average increases for all classes of personnel as follows:

<u>Class</u>	<u>% over 1908</u>	<u>% over 1922</u>
Officers	58%	44%
Warrant Officers	87%	
Nurses (% inc. over 1910)	105%	
Enlisted Men	83%	about 25%

e. Outstanding features of the schedule of officers' pay are -

(1) All allowances (including rental) are consolidated with pay into a single item designated as "pay". Rental is deducted when an officer is occupying government quarters.

(2) All distinctions in pay between officers with and without dependents are abolished.

(3) Pay is based fundamentally on the duties and responsibilities of the officers, as indicated by their grade and hence is based upon the grade held. There are increases for length of service in the grade for colonels and lieutenant colonels, and increases for total length of commissioned service for grades below.

(4) The schedule prevents in so far as practicable a junior receiving more pay than a senior.

(5) It is based on the idea that pay should be adequate under present economic conditions, and that pay of the higher grades should be commensurate with the dignity and responsibilities of position and comparable to the remuneration of a successful career in civil life.

(6) Federal commissioned service only is used for pay purposes. All of the other numerous classes of service including constructive service which have so complicated computations in the past are excluded for pay purposes.

(7) The pay of National Guard and Reserve Officers is placed on the same basis as that of Regular Officers of equivalent grade and length of service with no change in existing law as to determination of such service.

(8) Provision is made that the pay of officers on the retired list shall be based upon the pay of officers of like grade on the active list.

5. The recommendations of the Board are contained in full in Section VIII, pages 34-46 of the Report, but may be summarized as follows:

a. Commissioned Officers.

Commissioned officers to receive pay as shown in the following table:

Grade	Base Pay	Increments	Deduction for Rental
Maj. Gen.	\$14,000	None	\$1800
(Notes 1 & 2):			
Brig. Gen.	\$12,000	None	\$1800
Colonel	\$10,200	\$300 after 3 yrs. service in grade (Note 3)	\$1500
Lt. Col.	\$ 8,700	\$300 after each 3 yrs. in grade not to exceed 9 yrs. to a maximum total of \$9,600. (Note 3)	\$1500
Major	\$ 6,000	\$300 for each 3 yrs. of commissioned service, not to exceed 24 yrs. to a maximum total of \$8400	\$1320

Grade	Base Pay	Increments	Deduction for Rental
Captain	\$5,100	\$300 for each 3 yrs. of commissioned service, not to exceed 21 yrs. to a maximum total of \$7200	\$1080
1st Lt.	\$4,000	\$400 for each 3 yrs of commissioned service, not to exceed 15 yrs. to a maximum total of \$6,000	\$ 840
2nd Lt.	\$3,000	\$400 for each 3 yrs. of commissioned service, not to exceed 12 years, to a maximum total of \$4600	\$ 600

Notes: (1) Officers temporarily serving in grades corresponding to general and lieutenant general, to receive, while so serving, additional pay of \$3,000 and \$1500, respectively, per annum.

(2) The Commandant, Coast Guard, the Director, Coast and Geodetic Survey and the Surgeon General, Public Health Service, to receive the pay of a major general.

(3) Any officer in the grade of lieutenant colonel who has completed 21, 24, or 27 years of commissioned service shall be considered for pay purposes as having served in that grade for not less than 3, 6 or 9 years, respectively, and any officer in the grade of colonel who has completed 27 years of commissioned service shall be considered for pay purposes as having served in that grade for not less than 3 years.

(4) No service shall be counted for purposes of pay except active commissioned service under a Federal appointment and commissioned service in the National Guard when called out by order of the President.

b. Warrant & Commissioned  
Warrant Officers.

(1) Warrant Officers of the Army (except the Army Mine Planter Service), Navy, Marine Corps and Coast Guard to receive \$2550 per annum, with an increase of \$150 per annum for each 3 years of service not exceeding 30 years.

(2) Warrant officers of the Army Mine Planter Service to receive pay as follows:

Master . . . . .	\$3,000
First Mate . . . . .	2,500
Second Mate. . . . .	2,100
Engineer . . . . .	2,900
Assistant Engineer . . . . .	2,500

and also to receive \$150 per annum increase for each 3 years of service not exceeding 30 years.

(3) Commissioned warrant officers, to receive a base pay of \$3900 with increases of \$300 for each three years of commissioned service, not to exceed a maximum of \$6,000.

c. Women Nurses

Superintendent. . . . . \$4,000  
 Asst. Supt. & Director . . . \$3,000  
 Asst. Director. . . . . \$2,400  
 Chief Nurse . . . . . \$2,100  
 Nurse Acting as Asst. to  
 Chief Nurse . . . . . \$1,800  
 Nurse . . . . . \$1,500

all to receive an increase of \$120 per annum for each period of 3 years of service in the Nurses' Corps not exceeding 15 years.

d. Enlisted Men

Existing discrepancies between the pay of enlisted men of the several services to be removed. A single pay schedule applicable to all services is recommended. The following shows the proposed base pay:

Pay Grade	Proposed Base Pay per month	Proposed Base Pay per year
First	\$150.00	\$1800
Second	\$99.00	1188
Third	84.00	1008
Fourth	66.00	792
Fifth	54.00	648
Sixth	36.00	432
Seventh	21.00	252

All to receive increases of 10% upon the completion of the first 4 years of enlisted service and an additional increase of 5% for each 4 years of service thereafter not to exceed a total of 25%. Enlisted men of the Navy and Coast Guard to receive \$5 per month in lieu of the clothing allowed those of other services.

e. Retired Personnel.

The pay of personnel now on the retired list or hereafter retired to be based upon the schedules recommended above for the active list.

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ENLISTED PERSONNEL.

Letters of Commendation.

The following enlisted men have recently been awarded letters of commendation:

William Lewin Thomas, C.B.M., U.S.Navy, U.S.S. PROCYON, home address, 1195 West 16th Street, San Pedro, California, and Fred William Coady, S.lc, U.S.Navy, U.S.S. LEXINGTON, home address, 1047 Temple Ave., Long Beach, Calif., have been commended by the Secretary of the Navy for the heroic conduct displayed by them in rescuing Robert Fred Davis, R.M.3c, U.S.Navy, from drowning. While the U.S.S. TERN was transferring a liberty party to the U.S.S. LEXINGTON's boat on 21 February, 1929, Davis fell overboard, striking his head on the gunwale of the boat as he fell. He was seen about six feet under water by Coady who dived overboard and brought him to the surface. When they reached the surface, Davis was unconscious and Coady was exhausted. Upon seeing the predicament of these men, Thomas jumped overboard and held Davis afloat until a line was thrown to him. Thomas then placed the line around Davis, who was hauled to safety aboard the TERN. This rescue was effected in Panama Bay, officially reported to be infested with sharks. The prompt and courageous action of Thomas and Coady on this occasion is in keeping with the best traditions of the Naval Service, and they have been recommended for the award of silver life-saving medals.

Stephen Dunn, Jr., C.A.P., U.S.Navy, home address, 109 East 39th Street, Norfolk, Va., Glow Burma Phillips, C.R.M., U.S.Navy, home address, 721 South Edith Street, Albuquerque, N. Mex., and Paul Fitz Randolph, C.R.M., U.S.Navy, home address, Salem, W. Va., all attached to the U.S.Naval Air Station, Pensacola, Fla., have been commended by the Secretary of the Navy for the heroic conduct displayed by them in rescuing F. E. Mulligan, M.M.lc, U.S.Navy. Mulligan was swimming at Big Bayou, adjacent to the Naval Reservation, Naval Air Station, Pensacola, Fla., on 10 April, 1929, and, while returning from the anchor float to shore, called for help and was seen to go down several times. Dunn, Phillips and Randolph swam from the beach to the position where Mulligan was last seen. Randolph dived for Mulligan but did not succeed in finding him. When he next came to the surface, Randolph grabbed him by the arm and kept him from going down again, and Dunn was able to get his head above water so that he could breathe. The three men were then successful in taking Mulligan ashore and resuscitating him. The courageous action of Dunn, Phillips and Randolph on this occasion is in keeping with the highest traditions of the Naval Service, and they have each been recommended for the award of a silver life-saving medal.

Owen Alfred Freeman, P.lc, U.S.Navy, Naval Air Station, San Diego, Calif., home address, 12 Charles Street, Bath, Maine, has been commended by the Secretary of the Navy for the heroic conduct displayed by him in rescuing Lieut. D. D. Gurley, U.S.Navy, from drowning. On the morning of 14 August, 1925, VE7 plane, number 2F-20, with Lieut. Gurley, pilot, in the front cockpit and Freeman in the rear cockpit, was engaged in a photographic mission. Due to motor trouble and difficulty with control, the plane crashed in the water at the entrance to Honolulu Harbor. The plane struck the water with such force that it was completely demolished, and the pilot, rendered unconscious by the impact, was carried beneath the surface of the water face downward. Freeman, although suffering from a fractured leg, dived beneath the surface, freed Lieut. Gurley from the tangled wreckage, and held his head above water after the plane sank until assistance arrived from a rescue plane. The action of Freeman in saving the life of Lieut. Gurley under conditions of extreme difficulty and danger is in keeping with the best traditions of the Naval

Service, and he has been recommended for the award of a gold life-saving medal.

Olney Bert Collson, Y.3c, U.S.Navy, U.S.S. DETROIT, home address, 520 Southwest 8th Street, Miami, Fla., has been commended by the Secretary of the Navy for the heroic conduct displayed by him in rescuing a shipmate from drowning. On 30 May, 1929, Paul Gilmartin, M.M.2c, U.S.Navy, who had been ill and under observation for some time, either fell or jumped overboard from the port gangway of the U.S.S. DETROIT, which was lying in the harbor at Hampton Rds., Va. There was a strong tide running at the time and Gilmartin, who was apparently a poor swimmer, was on the point of being drowned. Collson jumped into the water and, by daring and skill, succeeded in evading Gilmartin's struggles and kept him afloat until a boat from the ship reached them. Collson's courageous action on this occasion is in keeping with the best traditions of the Naval Service, and he has been recommended for the award of a silver life-saving medal.

Louis E. Biechlin, S.1c, U.S.Navy, U.S.S. TENNESSEE, home address, Rural Delivery No. 5, Box 101, S. Akron, Ohio, has been commended by the Secretary of the Navy for his prompt action in rescuing a boy from drowning. On 1 May, 1929, the attention of a whaleboat crew from the U.S.S. TENNESSEE, who were exercising on Cabrillo Beach, San Pedro, Calif., was attracted by the shouts of a girl who ran to the water and started to swim towards a raft about sixty yards out. It was seen that a boy about 7 years old had fallen overboard from the raft and was struggling in the water. Biechlin swam to the raft, which was slowly being carried away from the shore by wind and tide, rescued the unconscious boy and administered first-aid treatment until beach guards carried him to the boat house where he was completely resuscitated. The timely and courageous action of Biechlin on this occasion is in keeping with the best traditions of the Naval Service.

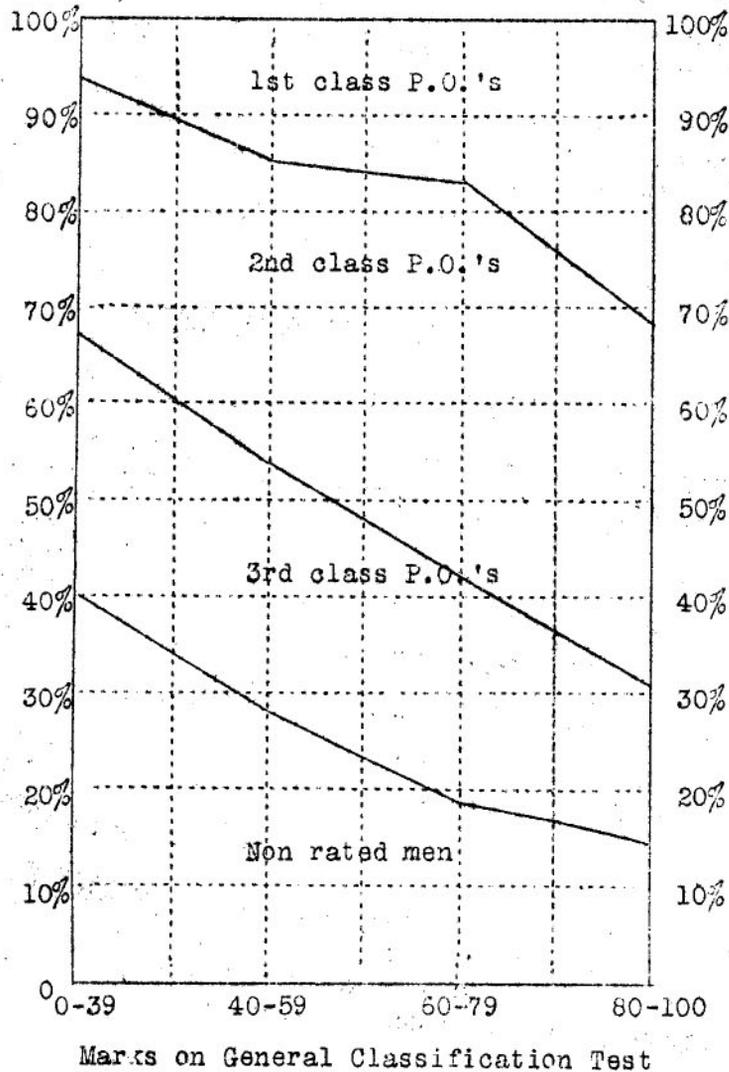
Carl Alvin Sails, S.2c, U.S.Navy, U.S.S. OMAHA, home address, Route No. 4, Carthage, Mo., has been commended by the Secretary of the Navy for his heroic conduct in rescuing a shipmate from drowning. On 28 December, 1928, Boyd Dees, S.2c, U.S.Navy, fell from the port boat boom of the U.S.S. OMAHA into the water of San Diego Bay. As the water was choppy, making swimming very difficult, he was unable to reach the ship or remain afloat and was carried astern of the vessel by the strong ebb tide. Sails dived overboard and reached him after he had twice sunk beneath the water from exhaustion. He held on to him at the risk of his own life, even when both men went under water for a period of time, and succeeded in keeping him afloat until help reached them. The conduct of Sails on this occasion is in keeping with the best traditions of the Naval Service, and he has been recommended for the award of a silver life-saving medal.

Charles Kasimir Danks, S.2c, U.S.Navy, U.S.S. LEXINGTON, home address, Box 196, Summit, Ill., has been commended by the Chief of the Bureau of Navigation for the gallant conduct displayed by him in attempting to rescue Theodore Gardner, late Seaman 1c, U.S.Navy, from drowning. Seven men from the Naval Air Station, San Diego, went swimming at North Beach, Calif., on 29 June, 1929. After swimming for about half an hour, these men were returning to the beach when it was noted that Gardner was struggling in the water. At this time, he was about 200 feet from shore and two men in the party were attempting to help him. Danks swam to their assistance and, upon his arrival, the two men who were attempting to help Gardner, being nearly exhausted, returned to the beach. In attempting to tow Gardner ashore, Danks was carried under by his struggles and the strong current. When Danks returned to the surface, after freeing himself from Gardner's grasp, he was unable to again locate him, and, being nearly exhausted, he returned to the beach.

TRAINING.

General Classification Test Marks and Advancement in Rating.

Graph shows where men making various General Classification Test marks are, in the scale of advancement. The graph represents 855 men in their second enlistment, of whom the group making below 40 includes 83 men; 40 to 59 group includes 174; 60 to 79 includes 236; and 80 to 100 includes 264.



## Results at Service Schools.

In the fiscal year 1928, 6,732 men entered Service Schools, and 4,851 graduated. In 1929, 4,886 graduated, an increase of 35, and these graduates were obtained from 6,239 starters, a decrease of 493. In other words, the men sent to schools have been reduced approximately 500, with no loss in the number of graduates.

## Recruits under Training.

The following table shows the number of recruits under instruction at the various Training Stations under date of 3 August, 1929.

	Great Lakes	Hampton Pds.	Newport R.I.	San Diego	Total
Recruit Training	:	:	:	:	:
Apprentice Seamen	653	466	547	1034	2700
Seamen Second Class	13	4	19	60	96
Firemen Third Class	0	0	0	33	33
Other Ratings	30	23	15	50	118
	696	493	581	1177	2947

## NAVAL RESERVE.

### Authorization to Fly Merchant Marine Naval Reserve Flag.

The law creating the present Naval Reserve requires that, among other restrictions, the master or commanding officer and not less than fifty percent of the officers of a ship be members of the Naval Reserve as a requisite to the authorization for the ship to fly the Merchant Marine Naval Reserve Flag. On the face of the warrant issued to ships qualified to fly the flag appears the statement that the warrant shall "terminate" if any of the restrictions required by law are not met.

Due to the frequent changes in officer personnel on vessels of some steamship companies, a condition results wherein a vessel may be qualified in all respects to fly the flag on one trip, and not qualified on a subsequent trip. In order to obviate unnecessary cancellation and reissue of warrants, and to avoid the inconvenience to ships and steamship companies, the Secretary of the Navy has recently outlined the following procedure to be followed in the case of ships already warranted to fly the flag which fail to meet any of the various requirements:

"(a) When the deficiency is liable to be permanent or long continued the warrant will be returned to the Commandant for further transmittal to the Chief of Naval Operations for cancellation.

"(b) When the deficiency is temporary and will probably be corrected within six months, the warrant will be considered suspended during the whole time the deficiency exists. The warrant will be retained on board the ship warranted but it shall be the duty of the commanding officer to notify the Commandant of the Naval District concerned, with no unnecessary delay, of the fact that the warrant has been so suspended. Likewise, it will be the duty of the commanding officer of the ship concerned to again notify the Commandant when the deficiency is removed and all the conditions required for lawfully flying the Merchant Marine Naval Reserve flag are met."

## HYDROGRAPHIC.

### Revised Navigation Tables for Mariners and Aviators.

A revised edition of H. O. Publication No. 208 - Navigation Tables for Mariners and Aviators - has been printed and is available for distribution. This book differs from the original edition in having all noted errors in the tables corrected. In the first edition confusion was experienced by some, in the different procedure of measuring hour angle of the sun from the lower meridian as the initial point, while hour angles of stars were taken from the upper meridian. In conformity with the nautical definition of hour angle, the method has been altered to a uniform system of measuring all hour angles from the upper branch of the meridian westward through 360°. Rules are now clearly stated, so that when the hour angle falls in any quadrant, no confusion will arise. A special case arises where the hour angle is between 90° and 270° or greater than 6 hours eastward or westward of the meridian; here a slight difference in procedure must be adopted.

The paragraphs "Explanation in Detail" and "Notes on Solutions" have been revised. The examples illustrating the "Use of Tables" are arranged to fall under the different cases. A few new examples are included, together with another method of star identification, and new cases arising in the determination of distance. A table for converting mean into sidereal time is a useful addition.

As the plates of the tables of the first edition were already cast in type, it was deemed too expensive to make any additional changes with the arrangement of these tables.

The second edition has been furnished to all ships with the request that copies of the first edition be returned to the Hydrographic Office.

## MISCELLANEOUS.

### Suit to Recover Disallowed Payments of Allowances.

Recently suit was brought against a disbursing officer of the Navy by the Government at the instance of the Comptroller General to recover payments of allowances made by the disbursing officer to another officer on account of an alleged dependent mother, which payments had been disallowed by the Comptroller General because he held that the mother was not in fact dependent upon her officer son for her chief support.

The disbursing officer wrote a letter to the Navy Department saying that he was going to defend the suit, and made certain inquiries. The Department replied in part as follows:

"If you do defend the suit upon its merits so as to fairly raise all defenses, and particularly the question as to the legality of the payments when actually made, based upon all the evidence, submitted by yourself and Lieutenant \_\_\_\_\_, considered in connection with the instructions of the Comptroller General then in effect, and the court, after having heard the case clearly presented, renders a decision that the money must be returned to the Government, by reason of the fact that the payee was not entitled to receive the payments, the Navy Department will consider that, after payment has been made

by you, a just debt will be owing to you by the payee. Under such circumstances, the Navy Department will take such action as the case warrants."

The Navy Department sent a copy of its letter to the disbursing officer to Lieutenant-----, for his information, and informed him that should he desire to have counsel present in court to collaborate with the counsel of the disbursing officer in defense of the suit, that he should communicate that fact to the disbursing officer.

#### International Conference on Safety of Life at Sea - Convention of 1929.

The Convention adopted by the International Conference on Safety of Life at Sea was signed at London by the representatives of eighteen nations, including those of the United States. The new Convention is a revision and enlargement of the Convention of 1914, which latter Convention was never ratified by the United States. Presumably the Convention of 1929 will be presented for ratification by this country in due time.

The Convention of 1929 consists of eight chapters and two annexes. The greater portion of the Convention deals with matters of primary concern to the Merchant Marine. Naval personnel is directly concerned with those parts of the Convention having to do with safety of navigation, including the amended rules for preventing collision at sea.

The following is a brief summary of the action taken in these matters. None of the changes become effective until they are enacted into law in this country, and they are presented here merely as a matter of interest to the Service.

#### Chapter V. - Safety of Navigation.

Article 33 defines the ships to which the chapter applies.

Article 34 deals with danger messages. Prescribes that the masters of ships meeting with dangerous ice, dangerous derelicts, dangerous tropical storms, etc., shall communicate the information in the manner prescribed.

Article 35, dealing with meteorological services, requires the contracting governments to encourage the collection and dissemination of such information useful to mariners.

Articles 36 and 37 deal with the ice patrol and derelict destruction, the services to be continued and somewhat enlarged under the management of this Government.

Article 38 prescribes a moderate speed or alteration of course by every ship in the vicinity of ice.

Article 39 provides for the study of, with a view to improvement in, the North Atlantic routes by the steamship companies concerned.

Article 40 urges the adoption, prior to 1 July 1931, of the Collision Regulations contained in Annex II.

Article 41 provides that orders to helm shall be given in the direct sense; that is, when the ship is going ahead an order containing the word "starboard" or "right" shall only be used when it is intended that the wheel, the rudder-blade and the head of the ship, shall all move to the right. The phraseology adopted leaves to the choice of the different governments the term to be used in giving these direct orders to the helmsman.

Articles 42, 43, 44, and 45 deal with the use, misuse, and speed of distress signals and urgency signals.

Article 46 prescribes that an efficient signalling lamp shall be carried by all ships of over 150 gross tons.

Article 47, effective within two years from the date on which the Convention comes in force, prescribes that all passenger ships of over 5,000 tons shall be provided with a radio compass.

Article 48 prescribes an efficient manning scale for all vessels.

#### Annex I

##### Safety of Navigation Regulations.

Regulation XLVI deals with the manner and form in which ice, derelicts, etc., shall be reported.

#### Annex II

Contains the Regulations for Preventing Collisions as modified by the Convention. Only the more important changes are noted below. No change was made in the rules dealing with speed in a fog, or in the steering and sailing rules.

Article 2 has been changed in order to make compulsory the carrying of the second white mast head light. A provision has been inserted excusing naval vessels of special construction in which it is not possible to comply fully with the provisions of this article as to position of lights or their range visibility, from being held to the same degree of exactness in this matter as are other vessels.

Article 10 makes compulsory the carrying of a stern light, except in small vessels in bad weather.

Article 11 makes international the use of an anchor ball.

Article 14 has been rewritten to reverse the former rule, so that when these new regulations come into effect "A vessel proceeding under sail, when also under steam or other mechanical power, shall carry in the daytime, forward, where it can best be seen, one black cone, point upwards, 2 feet in diameter at its base".

Article 15 requires vessels of more than 350 feet in length, when at anchor, to sound, in addition to the usual bell, in the after-part of the vessel, a gong or other instrument which cannot be confused with the ringing of the bell. It also prescribes a special fog signal for the last vessel in the tow, when it is possible to keep that vessel manned. A new signal is also prescribed for vessels aground in or near a fairway.

Changes other than the above deal largely with increased range of visibility of the prescribed lights, the requirement that certain lights shall be shown at all times, instead of maintained ready for use, and similar matters.

#### Recommendations

##### As Regards Navigation

The Convention recommended the establishment, maintenance, or extension of radio aids to navigation, synchronized radio and underwater signals, and depth-sounding apparatus. It further recommended publication of an international system of distress signals for use by life-saving stations, and that steps be taken to ensure that shore lights be so administered as not to be mistaken for or impair the visibility of navigation lights of the port.

The following recommendation deals with aircraft on the surface of the water:

"Under the International Collision Regulations, aircraft on the surface of the water are within the definition of 'steam vessels.' As such, they are required to carry lights, make sound signals and manoeuvre, both in respect of surface vessels and of each other, in a manner that is not, in some instances, possible for them, due to the physical limitations of aircraft. At the same time, they can and should take upon themselves some definite measure of responsibility for the avoidance of collisions between surface vessels and aircraft

on the surface of the water, and it is necessary that their rights and duties, when on the surface of the water, should be defined.

"In order that an international agreement may be reached covering those provisions of the International Collision Regulations which apply to surface vessels and to aircraft on the surface of the high seas and on the waters connected therewith, navigable by sea-going vessels, the Contracting Government recommend, in the interests of safety of life at sea, that this question should be studied by the competent authorities in the countries concerned, so that there may be an exchange of views, and an endeavour made to arrive at an international agreement. The Government of the United Kingdom of Great Britain and Northern Ireland is requested to take the necessary action in the matter."

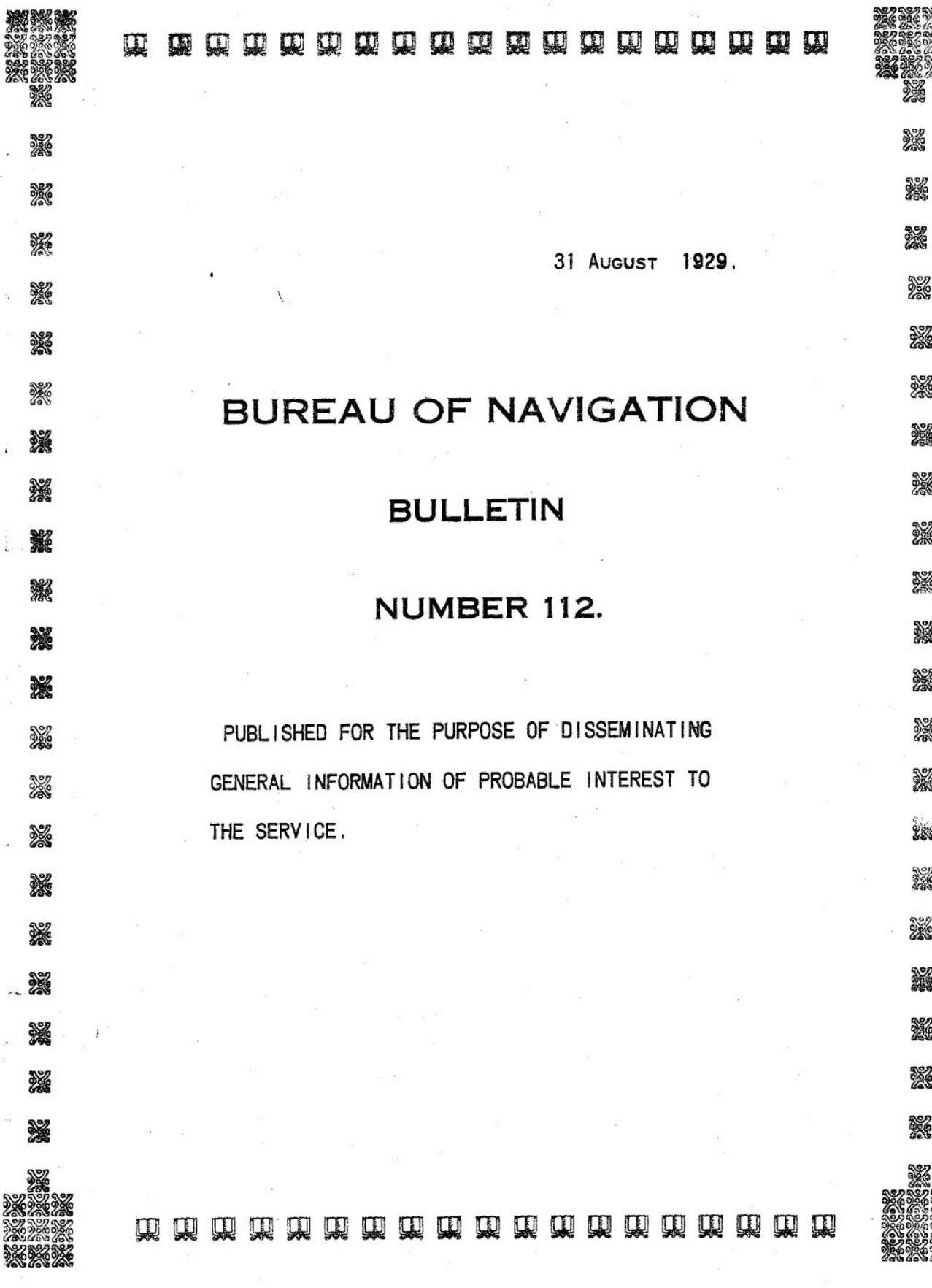
#### Travel Agencies.

The Bureau is in receipt of a letter from the American Express Company, which maintains agencies in many ports and important inland cities of foreign countries. The following extract is quoted from this letter:

"All of our offices abroad are equipped to handle all exchange matters as well as travel. We are authorized agents for practically every hotel, sight-seeing company, railroad and steamship line in the world and we can perform well services for any of the members of the Navy Department who will travel abroad."

#### Golf Tournament.

The first annual Golf Tournament between teams of Army and Navy-Marine Corps officers will be held sometime this fall at the Army, Navy and Marine Corps Country Club, Arlington, Va. A suitable trophy has been donated for presentation to the winning team. Membership in the club is not a necessary requirement for eligibility on the team.



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ENLISTED PERSONNEL.

Excess in Messman Branch.

Referring to paragraphs 8 and 15 of Bureau of Navigation Circular Letter No. 27-29, in view of the large excess existing in the officers' steward and officers' cook groups and in the ratings of mess attendant first and second class in the Navy as a whole at the present time, and the fact that there is no outlet for the higher ratings in the steward and cook groups except by transfer to the Fleet Naval Reserve or other separation from the service, the Bureau cannot authorize advancement to any of the ratings in the messman branch enumerated in paragraph 8 regardless of the length of service of individuals in their ratings or total naval service. To eliminate the correspondence involved it is urgently requested that Commanding Officers refrain from making any recommendations for advancement to the ratings in question until such time as the Bureau informs the service that the excess has been reduced.

Nothing New under the Sun.

As we contemplate the great changes through which the Navy has passed, and hear the oft repeated comment that this is the day of "wooden men and iron ships", as a thought indicating that men too have changed, our reverie is frequently interrupted by facts which stand out with startling vividness. Tradition is ever with us. Customs change somewhat, but not always. This is clearly indicated by the following letters. Here is a 1929 thought.

'Committee On \_\_\_\_\_

The Capitol,  
Washington, D. C.  
13 May, 1929.

'Dear Admiral:

\_\_\_\_\_, son of a constituent of mine, enlisted in the Navy for the purpose of taking the examination for entrance into the Naval Academy. He successfully passed all examinations but unfortunately for him, he did not rank high enough to gain the coveted honor. \_\_\_\_\_ has been informed that he must now serve out a complete enlistment, a fact he had no prior knowledge of. Having failed to attain the ambition of a lifetime, the young man is anxious to go to college, which he cannot do if he is required to remain in the Navy.

This, Admiral, is a case which merits the utmost consideration, and I hope you may find it possible to order the young man's discharge. Permit me to assure you that such action will not only earn the gratitude of the young man and his parents, who are close personal friends of mine, but will place me greatly in your debt.

Very sincerely yours, "

Here is what happened many years ago.

"June 29, 1867.

Sir:

Thomas S. Campan, a Naval Apprentice on board the U. S. Ship 'Sabine' was selected as one of twenty apprentices to be examined for an appointment as Midshipman at the Naval Academy. He failed at this examination and now wishes his discharge from the 'Sabine'. His conduct and character generally while on board the 'Sabine' was very good.

As he has no hope of passing in September his friends are very anxious to obtain his discharge.

This young man is possessed of a handsome fortune and is disappointed in the object for which he entered the service.

He will have to serve seven years as an apprentice after which he will be left with little moral character.

To the President.

(Presidential Endorsement)

Referred to the Honorable the Secretary of the Navy who will please discharge this young man, unless there be some good reason why this application should not be granted.

Andrew Johnson.

July 1, 1867.

(pencil note)

This youth is on the 'Sabine' which is to sail tomorrow, and early action therefore desired by the President.

W. G. Moore

(Secretary Gideon Welles instructions)

Dis. by order of the President.

G. W.

(Action note)

Discharge ordered by telegraph and also by letter, 1 July 1867."

#### TRAINING.

#### Rhodes Scholarship.

The Bureau has received the necessary papers in connection with the application of graduates of the Naval Academy to compete for Rhodes Scholarships. The papers were submitted by sixteen members of the Class of 1929 and fourteen members of the Class of 1930. A board, consisting of Captain C. P. Snyder, Captain Byron McCandless, Commander G. M. Ravenscroft, and Lieutenant Commander C. H. Roper, will examine the papers of all candidates and recommend to the Chief of Bureau the names of those considered as qualified in all respects to enter the competition. A list of candidates thus selected will be published in the next issue of the Bulletin.

#### R.O.T.C. Enrollment.

The total enrollment in the Naval R.O.T.C. units this year is expected to reach the figure of 1,020. Enrollment is now under way at the units attached to the colleges where registration of students is now in process.

Officer Instruction.

The following table indicates the number of officers, by ranks, who were under various courses of instruction, except aviation, for the year ending 30 June, 1929, together with the number completing each course during the year:

	Under Instruction: Rear Admirals	Under Instruction: Captains	Completed	Under Instruction: Com-manders	Completed	Under Instruction: Lieu-tenant Com-manders	Completed	Under Instruction: Lieu-tenants	Completed	Under Instruction: Lieu-tenants (junior grade)	Completed	Under Instruction: Ensigns	Completed
Postgraduate School	:	:	:	:	:	7:	5:	162:	92:	115:	20:	11:	:
Submarine School	:	:	:	:	:	:	:	2:	2:	47:	46:	29:	28:
Torpedo School	:	:	:	:	:	:	:	:	:	4:	4:	48:	44:
Chemical Warfare School	:	:	:	1:	1:	1:	1:	6:	6:	14:	13:	32:	30:
Optical School	:	:	:	:	:	:	:	1:	1:	2:	2:	25:	20:
Gyro Compass School	:	:	:	:	:	:	:	:	:	:	:	2:	2:
Fire Control Instrument School	:	:	:	:	:	:	:	2:	2:	1:	1:	12:	12:
Law	:	:	:	:	:	7:	3:	6:	2:	:	:	:	:
Naval War College	:	16:	16:	27:	26:	17:	17:	36:	35:	:	:	:	:
Army War College	:	3:	3:	5:	5:	:	:	:	:	:	:	:	:
Communications	:	:	:	:	:	:	:	1:	1:	10:	7:	7:	5:
Languago Instruction	1:	1:	3:	3:	1:	1:	2:	2:	2:	2:	5:	:	:
Medical Officers' Schools	:	:	:	13:	12:	24:	21:	19:	16:	25:	24:	:	:
Dental Officers' Schools	:	:	:	:	:	:	:	2:	2:	10:	10:	:	:
Supply Officers' Schools	:	:	:	:	:	:	:	9:	7:	:	:	:	:
Totals	1:	1:	22:	22:	47:	45:	58:	49:	248:	168:	233:	127:	166:

Total officers under instruction during year - 775.

Total officers completing courses during year - 553.

Supply Officers from Naval R.O.T.C.

Students of the Naval R.O.T.C. in the graduating class of 1930 will be permitted to take the competitive examination for entrance into the Supply Corps. The exact number of candidates who will be commissioned has not yet been determined. The examinations will take place in the Spring of 1930.

R.O.T.C. Aviation Course.

During the senior year of the Naval R.O.T.C. course, a brief course in aviation is given. It is general in nature, but is of sufficient importance to give the student an excellent idea of the subject matter. In addition to this course, a special course in aviation has been established in the Department of Naval Science

and Tactics at the Universities of California and Washington, and the Georgia School of Technology. This course is primarily designed to prepare students for entrance into the Naval Aviation Reserve. Students who satisfactorily complete the course and are physically qualified will be given the usual elimination training, followed by flight training at Pensacola.

#### Recruits under Instruction.

The following table shows the number of recruits under instruction at the various Training Stations under date of 17 August, 1929:

	Great Lakes	Hampton Roads	Newport R.I.	San Diego	Total
Recruit Training					
Apprentice Seamen	645	587	605	1119	2956
Seamen 2nd class	9	2	10	61	82
Firemen 3rd class	0	0	0	37	37
Other Ratings	22	25	12	48	107
Totals	676	614	627	1265	3182

#### Slide Film Projectors.

Contracts have been let for the purchase of the slidefilm projectors described in BuNav Circular Letter 45-29, and the unit cost is \$35.28. Projectors will be shortly distributed to those ships that have ordered, and others may get them on receipt of price. While it is early to judge, indications to date are that many ships will find it desirable to have several of these projectors.

#### "Watertight Integrity", a Slidefilm.

The slidefilm of the above name has been produced following a scenario prepared in the Battle Fleet, and produced by this Bureau in collaboration with the Bureau of Construction and Repair. Photography was done at various locations, chiefly East Coast Navy Yards, and presents the subject very completely. This slidefilm has 107 displays. It shows why ships must be watertight, how they are made so, how maintained so, and the various devices for watertighting necessary openings. This film should be of value in the general instruction of all enlisted men, and particularly in the detailed instruction of artificers and of those responsible for maintaining watertightness.

#### The Stability of Ships and Damage Control.

A course of lectures given by a construction officer to the students at the General Line Group at the Postgraduate School, Annapolis, has been mimeographed, and a number of copies neatly bound. One of these has been examined in the Bureau and found most interesting and instructive. The following is a brief review:

Ships, in the final analysis, are useful so long (a) as they float, and (b) as they remain workable. Properly designed ships will float so long as their watertight integrity remains intact and too much water is not admitted. To remain workable, however, they must have the necessary working compartments habitable, the machinery operable, and the ship in such a condition of list, trim, and stability as to permit the installations to function properly.

Ten lectures, presented with suitable illustrations, cover the subject, under

the following heads: first, stability and buoyancy of ships; second, watertight subdivision of ships; third, damage control. The final chapter gives historical examples of the use and misuse of stability control. In the late war, examples occurred of ships surviving extreme punishment by the efficient use of the means available, and examples also occurred of ships being lost through failure to make full use of the facilities in the ship. A study of the lectures and of the examples leads the reviewer to feel that there are more things in this stability and damage control than he had suspected. Our old friends the transverse metacenter and GM become merely elementary aids to understanding the real subject. These quantities are duly set forth with many practical and illuminating sidelights in the first few lectures. The third adds to the idea of statical stability (which the reviewer was introduced to at the Naval Academy) an added idea, that of dynamical stability, of which he has no recollection. Some vague rumors of such a subject have been heard, but here the mystery is removed, and the subject is brought quite within the grasp of any naval officer, not merely as an interesting theory, but as a practical working basis for work which he may be - nay, will be - called upon to do.

The reasons for controlling distribution of weights and limiting damage having been engagingly set forth, lecture IV clears up the question of watertight subdivision, and presents certain "criteria of effectiveness" that merit careful consideration. How the present systems meet these criteria, if properly controlled, is clearly described. The danger of mis-control also emerges clearly. Further chapters add to the effectiveness of the presentation by discussing the methods of effecting watertightness and illustrating the watertight subdivision of merchant ships. The effect of construction on gas warfare defense comes in this group.

The cream of the matter is found in Chapter VIII, which applies the principles set forth, under the title "The Principles of Damage Control"; and in Chapter IX, "Damage Control Diagrams". These give the reader the tools to work with whereby he can learn to control his own ship in time of danger; and are topped off by a last chapter of well chosen historical illustrations.

The clearness of the picture presented by these lectures removes the subject from the field of mysterious or doubtful things and leaves no doubt of the vital necessity for trained organization to use the means available for damage control effectively. These lectures are strongly recommended to those whose duties have to do with the operation of ships.

#### Naval Uniform Slide Films.

The finished print of the slide film on Naval Uniforms was recently shown in the Bureau of Navigation projection room before a number of interested officers on duty in the Department, the result being highly satisfactory.

This slide film consists of 88 frames, which present graphically the following:

- (a) Uniforms, Blue and White dress and undress; correct fit and method of wearing.
- (b) Foul weather clothing; correct wearing of.
- (c) Jumper collars and flat hats; regulation measurements.
- (d) White hats, flat hats, and watch caps; correct positions of wearing.
- (e) Watch marks, rating badges, service stripes; proper location on sleeve.

- (f) Trousers; proper length and correct way to lace gussets.
- (g) Care of clothing; marking, rolling, stopping, stowage in sea bag, and useful hints as to cleaning.
- (h) Laying out a bag for inspection; proper procedure.
- (i) Regulation and non-regulation haircuts contrasted, stressing importance of former.
- (j) Shoeshines; the relation of general personal neatness to advancement and increased earnings.
- (k) Recognition of commissioned and warrant officers, Navy and Marine Corps, by uniforms; sleeve and shoulder marks, visor marks, cap and collar devices, corps insignia, etc.

The subject is one that lends itself well to graphic representation, and it is believed that its exhibition before a division or group of men will greatly increase the impression ordinarily made by a talk or lecture by the Division Officer or instructor. Utmost care has been taken to ensure accuracy of details - as well as their clear presentation - so that no doubts relative to the points pictured should arise.

The pictures for this slide film were taken at the Naval Training Station at Great Lakes, Illinois, which station also collaborated with the Bureau in the preparation of the scenario. Much credit is due that station for its excellent cooperation in this new field of training.

The contracts for additional prints have been let and copies will be available for distribution to the service in the near future.

#### NAVAL RESERVE.

##### Naval Reserves Ordered to Active Duty.

Six ensigns of the Naval Reserve who have been assigned to one year's active duty with the aviation units of the Fleet are being ordered to the Naval Air Station, Pensacola, Fla., for eleven weeks training preparatory to assuming their new duties. The names of these officers are given below:

Ensign J. M. Noble, USNR.,  
 Ensign F. L. Bohmet, USNR.,  
 Ensign W. W. Paull, USNR.,  
 Ensign J. J. Peterson, USNR.,  
 Ensign G. W. Whittier, USNR.,  
 Ensign N. R. Buechner, USNR.

#### HYDROGRAPHIC.

##### International Ice Patrol Service, 1929.

The International Ice Patrol Service for the season of 1929 came to a close on 3 August, the ice menace having abated. This season's patrol was conducted by the Coast Guard Cutters TAMPA and MODOC, and it extended later in the season than in any year since the beginning of this service in 1912.

This season is notable for the persistent flow of bergs southward off the Grand Banks after the first of June and for the heavy ice conditions that prevailed to the north.

Due to the ice menace to the steamer tracks the use of Track A (Extra Southern) was twice recommended and as a result was operative between 22 April and 18 May, and again between 11 June and 13 July.

The ice did not drift to any unusual southerly positions but there were large quantities of bergs around the Tail of the Banks. An invasion of the steamer tracks was probably averted by the strength of the warm water current setting eastward in this locality or by a lack of force of the Labrador Current, or both. There was, however, a tongue of cold water making southward which brought a few bergs on to Track B during the latter part of June. There were roughly eight times as many bergs reported south of latitude 45° N., than at any time in the last five years and about five times as many north of 45°.

The ice condition was broadcast each night at 9 p. m. from Arlington, based on the 7.30 p. m. report of the Ice Patrol Ship to the Hydrographic Office.

#### LEGISLATIVE.

##### Government Life Insurance.

The Bureau is in receipt of a recent communication from the United States Veterans Bureau, in part as follows:

"--it has been ruled that Midshipmen who served on an active duty status during the period of the World War are eligible for Government Life Insurance in accordance with Section 310 of the World War Veterans' Act as amended May 1928."

Therefore those officers who were Midshipmen during the World War and who have submitted application for Government Insurance but have not been granted it because of a prior ruling of the Veterans Bureau that they were not eligible therefor, may now re-submit their application to the Veterans Bureau with probability of favorable re-consideration.